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A Remarkable Oriental Experience.

A THRILLING STORY OF CHINESE TREACHERY.

CHAPTER V.

The immediate result of Norris's attempt to escape was that all the cold Chinese in the temple, who had been so friendly and kind to him, now looked at him with a cold and cruel expression which few but the Chinese could know.

It was not for Norris that he lay on the floor for hours to come, insensible, motionless, and ignorant of that death which, but for the timely arrival of the Chinese, would have been his. He lay there, not dead, yet not well; for death indeed would have been preferable to the life in prison.

The discovery of the body which lay in the temple seemed to throw a shuddering upon everything within the temple, for the man who had committed the deed was dead.

The Chinese captors had been Chinamen. It was not for Norris that he lay on the floor for hours to come, insensible, motionless, and ignorant of that death which, but for the timely arrival of the Chinese, would have been his. He lay there, not dead, yet not well; for death indeed would have been preferable to the life in prison.

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truth; for although it was difficult at this time to fathom the full motives which actuated his enemies, it was true that the Chinese had been in the temple for some time, and they had been in the temple for some time.

This had become a much more difficult question than formerly, for his ankle was, as has been said, encircled by a chain, which confined his motions to a limited circuit, and at times became the source of pain.

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mediately resulting from the exposure of his hairless skin to the cold air, and from that moment every action was intensified to such a degree that the result of every detail of his life was written in fire upon his brain.

He watched one of the thoughtless molar mixture with a long and thin pipe, and then another as he puffed from the fire and approached with it to his mouth.

A cry of terrible agony burst from him in a voice surely not his own: "Great God in heaven, have mercy upon me, God!" And his voice rose to the blue heavens, and perhaps the cry was heard far away.

But the world did not change because of the agony of a single man, and the Chinamen, whose hand was raised so that the heat of the pipe smote upon Norris's face, only spoke two words in answer to the man who stood by his side—the command to proceed with the completion of what was decreed to be done.

In obedience, the other reached out and took the end of the long pipe which the Chinamen held, and then the pipe was held to his mouth, and the air was filled with an awful noise; and a second time the pipe smote upon his face, and again a third, and the world blackened, and he seemed to stretch his arms to the sky, and he seemed to stretch his arms to the sky.

For weeks succeeding the man with the shaven head was little else than mad. He had set him free again in the court yard, where the sun shone upon him, and he had set him free again in the court yard, where the sun shone upon him.

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CANADA'S FERTILE PLAINS.

A Glowing Account From the North West.

A Clergyman of Brandon Reports on the Condition of the Country—They Had Good Crops Last Year—The Cities and Towns Are Growing and Everywhere Are Most Gratiating Signs of Prosperity.

Ever since the opening up of the fertile plains of Manitoba and the North-west territories by the construction of the Canadian Pacific Railway the progress of the settlers in the west has been watched with the deepest interest by the remainder of the Dominion.

All recognized the great part which the Prairie Provinces and the great Lone land were to play in the development and growth of Canada, and all accordingly followed eagerly the struggles and disappointments of the earlier settlers, due largely to inexperience, and rejoiced at each succeeding year proved that when the time came for the completion of the great project of the Canadian Pacific Railway, the settlers in the west would be able to compete with the best of the world.

The year 1900 was a most successful one for the settlers in the west. The crops were good, and the weather was favorable. The settlers in the west were able to compete with the best of the world.

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A FEW CURIOUS WAGERS.

Romance of the Betting Book.

One of the wildest and most audacious bets ever offered was that of a physician, named Asotopides, who wagered that he would never be ill in his whole life.

In the year 1834 the Parliament of Dole in France was called upon to decide an extraordinary wager between two inhabitants of Pamey. One of the wagers was that if the other would pay him 25 francs in hand he would furnish him with a certain number of grains of millet in proportion to the number of children who should be born within a certain extent of country, and he would be baptised, during one year.

The Count de Saillant made a bet with the Prince de Conde that he would ride twice from the gate of St. Denis to Chantilly at full gallop and return to his starting place in the space of six hours, the distance between the two points being thirty miles.

The year 1735 was extremely wet, and a banker named Bulliot, noticing that it rained on St. Germain's (the French St. Stephen) Day, offered to support the popular superstition by a bet that it would be wet for forty consecutive days.

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A WONDROUS SEA STORY.

One Billion Sweeps a Sailor From His Ship.

After a terrific combat with winds and waves the British steamship British Prince came into New York the other day with the story of a rescue more startling than anything Clark Russell ever dared to write.

The British Prince came from Mediterranean ports. As soon as she got outside the Straits of Gibraltar she encountered a severe gale which has been recently making such havoc on the North Atlantic. She is not a large steamer, and though staunch and well found, she had a hard time of it, the waves breaking over her decks and pounding her back as she struggled to advance.

St. Michael's, in the Azores, was a pilot boat. A heavy south-west gale was blowing, and a tremendous sea was running. The supposed pilot boat was headed south and had not a stitch of canvas up. She was apparently deserted. The pilot commissioners say there is no pilot boat in that region from New York, and none at sea for which any fear is felt.

It was 3 o'clock in the afternoon when the supposed pilot boat was sighted. Three hours later, as the captain was eating his supper, and doing so with considerable difficulty on account of the pounding and the rolling of the ship, and the second officer was on the bridge, a great wave, which the first officer says was "like a cliff," came over the bow, carrying away everything before it.

The second officer saw the boatwain rise on the top of a wave close on the starboard hand. It was bright starlight, so the struggling man could be seen as he was sweeping the water with his arms, and the matter is said to be becoming serious for both visitors and natives.

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ALL THE WORLD OVER.

M. Clemenceau, the French diplomat, rides a bicycle and is fond of it as a means of travel.

Baron Hirsch has only eight horses in training, but his last season's winnings amounted to \$165,000.

Sixteen thousand cases of butter, weighing in all 500 tons, were shipped from Melbourne for London last week.

The chief Rabbi of Jerusalem, Rabbi Rafael Meir Faniadil, Haham Bashi, died the first week of January.

Pasture was affected to tears by the warmth of the reception tendered to him on his 70th birthday at the Paris Hotel.

In breaking up the Volta, an old wooden cruiser of French Navy, a loaded shell was found in her timber. It is believed the shell was fired into her at the bombardment of Fochow, nine years ago.

The Sultan has ordered a competitive trial of Krupp and Olin Cannon. The latter are used by the French army, and the Ottoman army has been using the former.

A new scheme for the extermination of rabbits is being tried in Australia. Carttriggers generating poisonous gas are put in the burrows, the holes are closed, and the rabbits are killed by the poison in the smoke, not by asphyxiation.

Russian female convicts in Siberia are in future, if a proposal made by the Minister of Justice to the Imperial Council is ratified, to be exempted from flogging and wearing leg irons. Restrictions in diet and solitary confinement are to be substituted.

Australia is entering into strong competition with France in the production of brandy. In 1892 the colony of Victoria exported to the United Kingdom 33,000 proof gallons. It is said Australia can produce brandy that will stand comparison with the finest French cognac. All the indications are of a very encouraging character, and the area planted with vineyards is very largely increasing.

Austria announces an electric locomotive which is to travel 125 miles an hour. The *Independence* follows with the statement that the North Belgian Company and the North French Company have agreed to run a line for locomotives, operated by electricity, on which the journey from Brussels to Paris, about 192 miles, will be accomplished in eighty minutes, a speed of nearly 120 miles an hour. It is further stated that the trains will be running in about two months.

There has been a phenomenal loss of snow in the Swiss Alps this winter, and the matter is said to be becoming serious for both visitors and natives. Transport is hampered by sledges being useless, and the *Julier Pass* is traversed on wheels, a midwinter circumstance previously unknown. The mountain roads are now almost bare of snow, and it has been impossible to construct the toboggan slides usually such a great attraction there. Skating has, however, been especially good.

Sir Archibald Alison, one of the British generals soon to be retired, is a son of the Duke of Argyll. He was a member of the peerage, and he was a member of the peerage.

The British Minister at Constantinople has called the attention of the Porte to the interesting doings of the Press Censor in his hands. The New York Tribune, the *Standard*, and other Christian books intended for circulation in the Turkish provinces. The Porte has promised redress. Something of the character of the changes made may be gathered from the one instance of the insertion of the words "Christians" before "sinners" in the passage "Jesus Christ came into the world to save sinners." Changes of this nature have a tendency, at least, to take the edge off Christian missionary effort.

The general showing in regard to the vintage in France last fall is not considered to be very satisfactory. The average of the sixteenth departments in which wine is made is estimated at 63,748,015 gallons. This is a decrease of some 25,000,000 compared with '91, and yet some 50,000 more acres were planted in vines. It is, however, an increase over the two years preceding 1891, and is 25,000,000 gallons above the average of the past five years. But the average has been decreasing steadily since 1875, when the phylloxera invaded French vineyards. In that year, with 3,559,000 acres, France produced 1,500,000,000 gallons.

Max O'Rell is bringing to a close in Australia what must have been one of his most successful tours, for ever since he had been in that country he has lectured to a succession of large and enthusiastic audiences. Among his Antipodean experiences he now records the Melbourne Cup. But a fine sight, which he describes, as one of the racing spectacles of the world. He was astonished at the "galaxy of beautiful women" he met in the enclosure, though he laments that the days "when white silk dresses, trimmed with diamonds," were worn have passed by.

Prof. Garner, who is in Africa inquiring and experimenting concerning monkey speech, writes to the *Baltimore Society* that he has already gathered much valuable data, and is making a beginning of his real work. He wrote from Libreville, French Congo, and said he had been in the country for some time, and he had been in the country for some time.

The Jewish Colonization Association's first report of the progress thus far made in settling Jewish refugees, chiefly from Russia, is made, as is known, by the means of the Victoria Jubilee Bridge, constructed some thirty-five years ago, which is the longest in the world, the metallic span being 6,500 feet long.

From this point to the Atlantic, for a distance of 1,000 miles, there is no other bridge and all the railroads established on both sides of the St. Lawrence have necessarily to cross it. The company of the Grand Trunk railway, which built it, levies a right of way toll of \$10 per car and eight cents per passenger.

To avoid payment of these moneys the St. E. railroad company had the idea, some ten years ago, of constructing in winter a communication between the two shores by means of a railroad established on the ice. Every winter the work is done over again, and it is a very costly business. The work is done over again, and it is a very costly business.

The railway is easily built. The track leaves the main track parallel to the shore, curves gradually in such a manner as to be perpendicular to it, and, then, again, before it strikes the shore, it curves again, and so on, until it becomes nearly parallel to the shore, and then it is connected with the main track on this shore.

There was a powder magazine near the river. The sentinel who was guarding it was watching the scene from a mountain forbade him to leave his post. For an hour the powder fell struggling against the rising waters, clinging desperately to the lock of the magazine.

The water rose to his chin, and when he was literally within an inch of death the flood ceased. He was decorated by the government with the ribbon of some honor, and he was decorated by the government with the ribbon of some honor.

Groceries